

Committee	<b>Lead Cabinet Member for Transport and Environment</b>
Date	<b>23 March 2009</b>
Report By	<b>Director of Transport and Environment</b>
Title of Report	<b>Provision of an advisory disabled bay in Picardy Close, Battle</b>
Purpose of Report	<b>To consider objections raised to the provision of an advisory disabled bay.</b>

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**RECOMMENDATIONS: The Lead Member is recommended to:**

- 1. Note the concerns raised by the objectors; and**
  - 2. Approve the provision of an advisory disabled bay in Picardy Close in line with adopted policy.**
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**1. Financial Appraisal**

1.1 The cost for the provision of the advisory disabled bay is approximately £250 and will be met from existing revenue budgets.

**2. Supporting Information**

2.1 In areas not covered by formal parking restrictions, disabled bays are provided in line with adopted County Council Policy No PS 4/18. This policy was approved by the Lead Member for Transport and Environment on 6 November 2006 and is attached as Appendix A.

2.2 An application for an on street disabled bay was received from a resident of Lower Lake, Battle on 17 June 2008. The application was assessed against the policy criteria, part of which was a mobility assessment undertaken by the ARC Department

2.3 During the on site assessment it was established that the bay would have to be provided in Picardy Close due to the white zig zag markings for the pedestrian crossing outside the applicants property. In line with the terms of Policy PS 4/18 the views of the residents of the affected properties were sought.

2.4 The need for a bay on traffic management grounds was established by the County Council. The Director of Adult Social Care recommended the provision of a bay on mobility grounds on 16 January 2009 and agreed that the most appropriate location for the bay was in Picardy Close.

2.5 In total, three letters of objection were received, copies of which are available in the Member's Room. The objections and responses are summarised in Appendix B.

**3. Comments / Appraisal**

3.1 Due to the nature of Lower Lake, the surrounding properties and the presence of the pedestrian crossing, parking on street is difficult. Although another parking space was identified (in Lower Lake opposite the Applicant's property) it was not in a location that would be suitable for a mobility impaired resident.

#### **4 Conclusion and Reason for Recommendation**

4.1 The need for a disabled bay was identified by the site assessment and this was supported by the Adult Social Care Department.

4.2 The concerns raised by the other residents relate to neighbour relationship issues and should not influence the decision for the approval of a disabled bay, which is based on mobility and local environment issues. The residents highlight the point that parking is already at a premium in the area, which is a key factor which must be considered before providing a disabled bay.

4.3 The requirements of Policy PS 4/18 have been met in this case and the recommendation is that the bay be provided and monitored in line with this policy.

RUPERT CLUBB

Director of Transport and Environment

13 March 2009

Contact Officer: Victoria Mackrell 01424 724561

Local Member: Councillor Kathryn  
Field

#### **BACKGROUND DOCUMENTS**

County Council Policy PS 4/18 (Appendix A)

Three letters of objection

## **APPENDIX A**

(insert policy)

## APPENDIX B

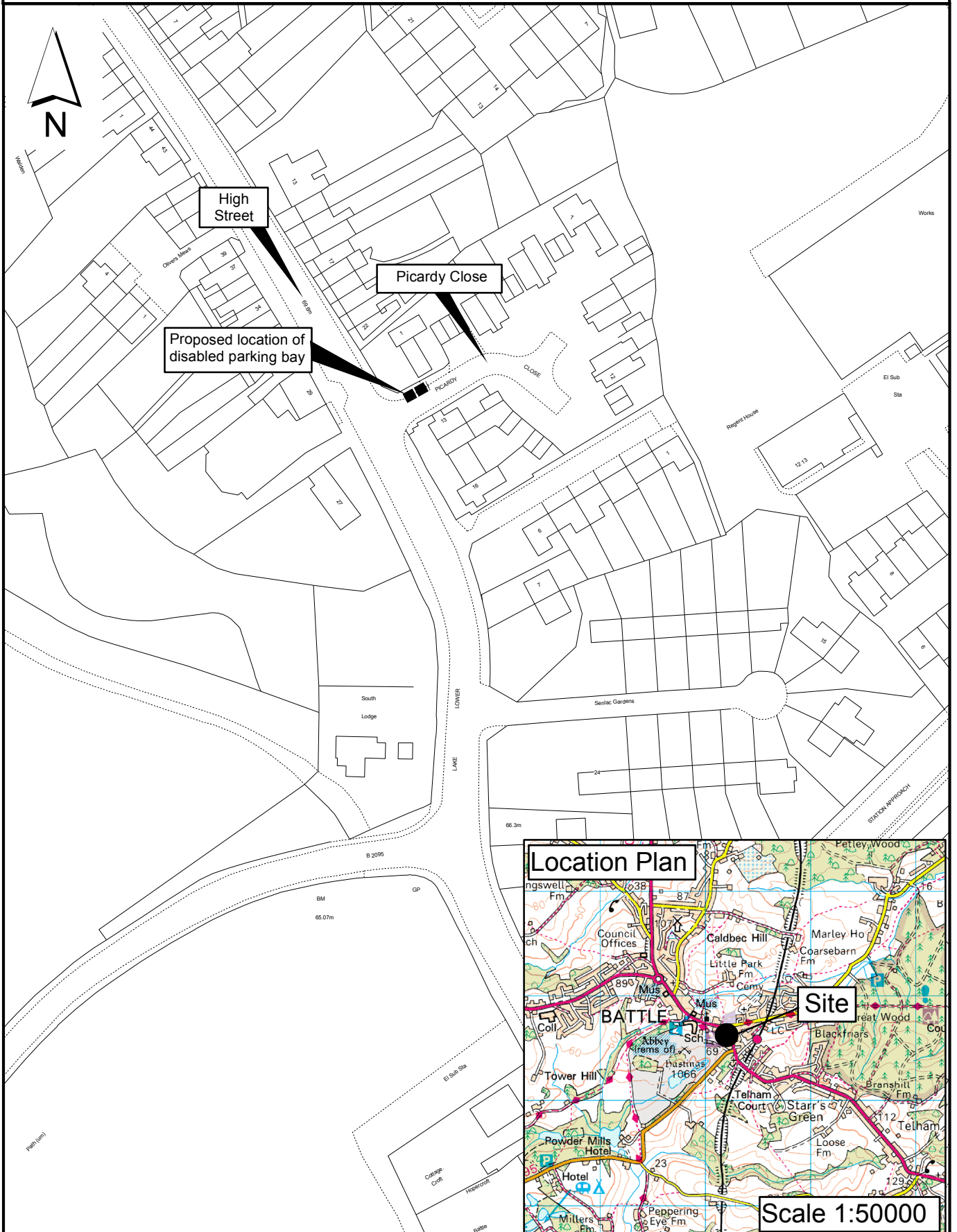
	<b>Objector</b>	<b>Reason for objection</b>	<b>Comment</b>
1	Resident of Picardy Close	<p>Parking in the close is already very difficult. Provision of a disabled bay would make this even worse.</p> <p>There have been numerous complaints about non-residents parking in the area and as the applicant is not a resident, a more suitable location for the bay should be found.</p>	<p>On street parking is difficult within the surrounding area. This was identified during the application assessment and would be one of the main reasons for recommending the bay.</p> <p>This is the most appropriate location for the bay in terms of the highway and also based on the mobility assessment carried out by Adult Social Care. There are white zig zag markings outside of the applicants' home which prevents a bay from being installed.</p>
2	Resident of Picardy Close	<p>Parking in the close is already very difficult. Provision of a disabled bay would make this even worse.</p> <p>There are on going neighbourly issues largely concerned with a conflict of personalities.</p>	<p>On street parking is difficult within the surrounding area. This was identified during the application assessment and would be one of the main reasons for recommending the bay.</p> <p>These should not influence the decision making. We are unable to comment on neighbourly issues.</p>
3	Resident of Picardy Close	<p>Parking in the close is already very difficult. Provision of a disabled bay would make this even worse.</p> <p>There are on going neighbourly issues largely concerned with a conflict of personalities.</p>	<p>On street parking is difficult within the surrounding area. This was identified during the application assessment and would be one of the main reasons for recommending the bay.</p> <p>These should not influence the decision making. We are unable to comment on neighbourly issues.</p>

## EAST SUSSEX COUNTY COUNCIL

### LEAD MEMBER – TRANSPORT AND ENVIRONMENT POLICY SUMMARY

<b>PROVISION OF SPECIAL ON-STREET PARKING BAYS FOR BLUE BADGE HOLDERS</b>	<b>PS4/18</b>
<u>Purpose of Policy</u> <p>This policy sets out a practice for providing special parking facilities in addition to those automatically available through national legislation.</p>	
<u>Specific Policies</u> <ol style="list-style-type: none"><li>1. Special parking bays shall not normally be provided in shopping streets where there is a high demand for general parking to serve local businesses and any bay is unlikely to remain available for use by a specific applicant.</li><li>2. Where there is an established need, a special parking bay may be provided for drivers or passengers holding a Blue Badge. However, the prime responsibility in providing a parking facility should rest with the Blue Badge holder if suitable private “off-street” parking is available.</li><li>3. The need for a bay in terms of traffic problems shall be determined by the Director of Transport and Environment. Where necessary, a mobility/needs assessment and a report recommending provision or otherwise of a bay shall be sought.</li><li>4. Advisory bays shall be provided as a general rule, although Traffic Regulation Orders may be promoted in particular circumstances.</li><li>5. All special parking bays shall be subject to periodic reviews to establish the continuing need.</li><li>6. No charge shall be made for the provision of a special on-street parking space for a Blue Badge holder.</li></ol>	
<u>Supporting Statement</u> <p>The holder of a Blue Badge may be a disabled driver or passenger, a registered blind passenger or a club or organisation which conveys disabled or blind passengers.</p> <p>The following additional parking facilities are available through national legislation:-</p> <p>[a] For a period of up to 3 hours on a single or a double yellow line, which is not in a mandatory bus or cycle lane nor where loading restrictions apply.</p> <p>[b] Without charge or limit on duration at a voucher or pay and display space or in a length of street where there is a time limit imposed on other users.</p>	
<u>References – Further Information</u>  Highways & Transportation Committee - Agenda Item 7 Highways & Transportation Committee - Agenda Item 21 Lead Member for Transport and Environment - Agenda Item 10	<u>Date of Approval</u>  01.03.1977 15.03.1995 06.11.2006

# Provision of an advisory disabled bay in Picardy Close, Battle



Scale 1:1250

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